

Intimation.

WM. POWELL,
LIMITED.

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road.
(OPPOSITE THE CLOCK TOWER)

SHIRTS!
SHIRTS!
SHIRTS!

Our New Stock of
Spring & Summer Shirts
has just arrived.

ELEGANT
PATTERNS IN
LIGHT-WEIGHT
ZEPHYR,
CELLULAR,
SILK & WOOL,
&c., &c., &c.

NECKWEAR!
NECKWEAR!
NECKWEAR!
NEW & EXCLUSIVE
DESIGNS.

UNDERWEAR!
UNDERWEAR!
UNDERWEAR!

A fine Selection of
INDIA GAUZE,
BALBRIGGAN,
LISLE THREAD,
SILK AND
SILK AND WOOL
UNDERWEAR
especially suitable for
this climate.

HALF-HOSE!
HALF-HOSE!
HALF-HOSE!

GOOD QUALITY,
SMART PATTERNS,
MEDIUM AND
LIGHT-WEIGHTS.

MODERATE PRICES.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 11th April, 1905.

Entertainment.

THEATRE ROYAL,
CITY HALL.
HONGKONG AMATEUR DRAMATIC
CLUB.

"ONE SUMMER'S DAY,"
A Comedy in 3 Acts by H. V. ESMOND,
An Extra Performance of
"ONE SUMMER'S DAY"
will take place
TO-MORROW,
(SATURDAY), 15th April, 1905.
Prices \$3, \$2 and \$1.

Sailors and Soldiers in uniform half-price to
Pit Stalls and P.T.
Booking Office at ROBINSON PIANO CO.
ARTHUR CHAPMAN,
Business Manager.
Hongkong, 14th April, 1905. [468]

Notice of Firm.

NOTICE.

THE Business of a SOLICITOR, PROCTOR
and NOTARY PUBLIC heretofore carried
on by me at Nos. 39, 41 and 43, Des Voeux
Road, under the name of GEO. K. HALL
BRUTTON, will as from this date be carried
on under the name of BRUTTON, HETT and
GOLDRING.
GEO. K. HALL BRUTTON.
Hongkong, 10th April, 1905. [456]

Auction.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received
instructions to sell by
PUBLIC AUCTION,
ON
WEDNESDAY,
the 26th day of April, 1905, at 3 P.M., at his
Sales Rooms.

The following
VALUABLE LEASEHOLD PROPERTY,
situate at Victoria, in the Colony of Hongkong,
viz:—

All that PIECE or PARCEL of GROUND
situate at Victoria aforesaid registered in the
Land Office as INLAND LOT No. 1666, Area
689 square feet. Term 75 years. Annual
Crown Rent \$11.00 together with the message
thereon, known as No. 8, Po Hing Fong.

For further particulars and conditions of
sale, apply to—

JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees,
or to

GEO. P. LAMMERT,
Auctioneer.
Hongkong, 13th April, 1905. [472]

Intimations.

HONGKONG CLUB.

NOTICE.

THE NINETEENTH YEARLY GENERAL
MEETING of the MEMBERS
of the HONGKONG CLUB will be held in the
Club House, on THURSDAY, the 20th April,
1905, at 5 P.M.

By Order. C. H. GRACE,
Secretary. [466]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per
Cent. upon contributions for the year
1904 has been declared.

WARRANTS will be issued on the 31st May.
By Order of the Board,
C. MONTAGUE EDF,
Acting Secretary. [473]

S. MOUTRIE & CO., LD.,
PIANO AND ORGAN
MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second
hand Pianos from \$200 upwards, and a
written guarantee for a test period of TWO
Years for each instrument.

A large consignment of records at the low
figure of \$1.50 each, 5% on wholesale orders.
The largest and most varied Stock of Music
in China. Inspection solicited. Our work-
men are experienced men.

WE DEFY COMPETITION.

INSPECTION INVITED.

Hongkong, 14th March, 1905. [365]

THE WISE MAN
BUYS A "SINGER," IT'S TRUE
ECONOMY.

5 YEARS' GUARANTEE!
FREE INSTRUCTION!
EASY PAYMENTS.

It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.
Hongkong, 25th March, 1905. [48]

A FOOK & Co.,
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADORS, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.
Orders solicited.
Hongkong, 23rd February, 1905. [56]

HOW WIVES ARE CHOSEN.

A NEW THEORY.

New theories of unconscious selection on
the part of man and wife—like mating with
like—as opposed to Darwin's idea that men
and women depend upon their perceptive and
intellectual faculties in choosing each other,
were propounded by Professor Karl Pearson,
of University College, London, at the Royal
Institution.

He maintained that man has an unconscious
tendency to select a wife of his own height,
with eyes of his own colour, a proportionate
span from forefinger to forefinger, a forearm
corresponding to his own, and a constitution of
like physical vigour.

These theories he expounded by means of
tables and diagrams.

Among every thousand men the colour of
the eyes is divided as follows:—

Blue.....	363
Green.....	312
He. el.....	127
Brown.....	94

The eyes of women are generally darker,
only 286 of them in every thousand having
blue ones. If these blue-eyed people married
at random, the result would be that they would
mate at the rate of 104 per thousand, but he
had discovered that the actual number of mar-
riages per thousand of blue-eyed persons was
147, or 36 above the random average, thus
proving that the blue-eyed man and blue-eyed
woman are unconsciously attracted towards
one another.

In the same way, men with greenish grey or
hazel eyes tend to marry women with eyes of
like colour.

The average height of a man he gave as
from 67in. to 68in., that of a woman as 62in.,
and he contended that the average tall man
has a tall wife, and the short man a short
wife.

"One could hardly imagine a man choosing
a wife by measuring her from forefinger to
forefinger," said the professor; yet his dia-
grams demonstrated that as the span of one
increased so did that of the other. A like
result was produced in the measurement of
thousands of forearms, his figures showing that
there was a distinct tendency on the part of
men with long forearms to marry wives with
proportionately long forearms.

POPULARITY IN THE FAR EAST.

Recently quite a number of cases of suicide
among foreigners have had to be recorded in
this part of the world. Under the heading of
"The Fate of the 'Popular Man' in the Far
East," the *Eastern World* has a strongly worded
article on the subject, contending that popu-
larity in the Far East seems to be only
the first chapter in a book the final chapter of
which is suicide, charity, or disgrace. Says
our Yokohama contemporary:—

A man, to be popular, has to give a good
deal of the time that should be devoted to his
business, or to his family, to others who neither
ask nor care whether he has the time or the
money necessary for convivial intercourse with
them. He has also to belong to a number of
clubs, principally devoted to sports and amuse-
ments, which cuts another big slice out of his
working hours, and out of his earnings, and
very often indeed it takes away the whole of
them; and the more proficient he is in some
sport or the other, or the more he contributes
towards the amusement of others, the more
money he spends in drink and gambling, or
what is called "entertaining," the greater his
popularity. No one asks or cares whether his
business or his home go to the dogs in the
meantime. All that is required of him is that
he shall keep up the show, wear new clothes,
new ties, new hats, and take part in, or be seen
at, every show or amusement in town, and
that he shall go to the country in the summer
and leave his business to Japanese boys in the
meantime.

There may have been times here when
money came rolling in, work or no work, when
nothing could stop it from rolling in, but if
ever there were such times they have gone by
long ago. We know many cases in which the
house on the bluff, or on the seaside, has driven
away business from the office, and we know of
some such cases now. People have not the
courage to say "I cannot both afford this or
that," or "I have to work early and late and
more than ever to make both ends meet." What
we frequently hear instead is this: "My bank
credits, my business credit would be gone if I
did not keep up appearances." And that, in
many cases, is all that it comes to appearances.
But the glittering shell grows thinner and
thinner every day, until, some day, it cracks
and crumbles to dust and then we hear of a
suicide, bankruptcy, the prison, or a disgraceful
flight, and the survivors, who have known that
it must come to that, but have done nothing to
arrest the victim of his road to ruin, because
he paid his blood tax, utter hypocritical regrets,
and—turn to the next "popular man," and some
one who thinks that he owes more to others
than to himself or to those belonging to him
will generally turn up. The less light there is
in a man, the more will be seen to shine in
the light of others; the less a man thinks of himself,
the more will he crave to be thought much of and
to be courted by others, and the less scrupulous
will he be in the choice of means to attain that
will-o'-the-wisp, "popularity," no matter what
the end may be.

This craving for excitement, amusement, and
popularity is as strong as that for strong drink,
or as that which those suffering from the mor-
phine habit are said to experience. One may
indeed say that its gratification is morphine to
many who have nothing to occupy their minds
when alone so that they have a horror of being
alone with themselves and fly to any distraction
at any cost. We have never been able to un-
derstand it.

But would we put a ban on all social inter-
course? Some might ask. By no means, but
most emphatically on all social intercourse that

takes a single dollar of the provision that any
honest man must make for himself and for
those belonging to him; on all such social in-
tercourse and amusements also that unfit a
man to do the work that he has to do; and on
all such social intercourse, finally, that makes
the home a mere caravanserai or a variety
show. How often do we not hear the com-
plainer that Japanese are taking all the business
away. Why, sport, drink, and amusements
send business begging. No wonder that the
Japanese take it in, and no wonder that in
many cases even those too who do attend to
their business suffer the consequences of the
folly of others.

GORKI MEANS BITTER:
NAME IS KEYNOTE TO WRITINGS.

[Concluded from yesterday.]

MOBILITY IN DARKNESS.

"No other illustrations are necessary," ex-
claimed Shubuyev, who was listening to the
conversation with strained attention. "I have
said already that there is a live and healthy
foundation in this very paradoxical idea of
yours."

"Sh!" hissed Surkey, with mock horror on
his round face. "You again agree with me? You
must understand—oh, unfortunate suicide!—that
this is not customary here!"

"Leave off your pranks, Vladimir Ilyich,"
said the hostess, seriously. "This is very
important. Please, Akim Andreievich."

Shubuyev seated himself in the arm chair and
began, apparently trying to soften his voice
and choosing his words cautiously:—

"I agree with you, and I suppose everybody
will agree with you, that an excessively
developed intellect always weakens the im-
mediate emotion. Still more, it often nibbles
the very instinct of life. And, do you know,
it is bad if there is no balance in man, if he is
inwardly so distorted that he painfully yearns
something—years because his mind has
begun an intense struggle with his emotion?"

"It is not true that life is dark, that there
are only wounds and groans and misery and
tears in life! In its very darkness there is
something noble and beautiful. Among its
wounds there are noble wounds, received in
struggles for human rights, for broadening
for mankind the roads leading to light and free-
dom! And its moans resound the noble calls of
vanquished heroes; they resound and call for
vengeance! In the stream of tears there is
also the tears of joy. There is in life eve-
thing that man may wish to find in it, and in
man is the power to create that which cannot be
found in life! This power is not sufficient
for to-day, but it will develop to-morrow! Life
is beautiful, life is a magnificent, an
indomitable movement toward universal bliss
and happiness."

"TO FEED THE HOGS."

"When I was 15 years old my master, an
illiterate peasant and drunkard, used to call
me over and make me tell him how the earth
moves around the sun. I was proud of my
knowledge, then—there was nothing better
that I could tell him. And as I was telling him
about the earth I was carried away with enthu-
siasm until I almost forgot myself; I
forgot who I was and where I was. But in the
moments of my greatest enthu-
siasm my master interrupted me rudely and
sneeringly and sent me off to feed the hogs.
There were seven of them; they were enormous
and hungry and terribly angry because of the
darkness in the stall. They rushed upon me
as soon as they smelt the feed, they threw me
down and almost crushed me with their heavy
bodies."

"That will do! Oh, please, that will do!"
cried Varvara Vasilyevna.

"Don't be afraid! Don't cry so loudly! Life
is nevertheless beautiful! I have come from
below, from the bottom of life, where filth and
darkness reign supreme; where man is still
half brute; where life is nothing save toil for
the sake of bread. There it flows on slowly,
in a dark, thick stream, but even there priceless
gems of magnanimity, of wisdom, of heroism
glitter in the sun; and there is also love there,
and beauty. Whenever there is man there is
also goodness! It is in small grains, yes! But
it's there! And not all the seeds perish;
they will grow and blossom and bear their
fruit to life. Oh, they'll bear fruit! They will!
Believe me that man bears God within
him everywhere, and wherever he may be
and whatever he may be he will remain a
man—superior to anything on earth! I have
paid dearly for my right to believe this! Yes!
But therefore I have this right for all my life!
And in this right I have another right—to de-
mand that you, too, believe as I do, for I am
the true voice of life, the harsh cry of those that
remained there below. They have let me off to
you to bear witness of their sufferings! They,
too, want to rise—to self-consciousness,
to light, to freedom!"

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10 3/16
Do. demand	104
Do. 4 months' sight	104 1/2
France—Bank T.T.	23 3/4
America—Bank T.T.	45
Germany—Bank T.T.	1.89
India T.T.	138 1/2
Do. demand	138 1/2
Singapore—Bank T.T.	72
Japan—Bank T.T.	90 1/2
Java—Bank T.T.	111 1/2

Buying.

1 months' sight L/C.	1/10 1/2
6 months' sight L/C.	1/10 1/2
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	46 1/2
30 days' sight Sydney and Melbourne	1/10 1/2
4 months' sight France	23 3/4
6 months' sight do.	23 3/4
4 months' sight Germany	1.93 1/2
Bar Silver	26 1/2
Bank of England rate	2 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Valwa New	@ 1,130
" Old	@ 1,180
" Older	@ 1,250
" Oldest	@ 1,350
Per chest	
Patna New	@ 1,170
Benares New	@ 1,140
Patna (Paper)	@ 780/910

Intimations.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

CHEAP EXCURSIONS TO MACAO!

COMMENCING ON SUNDAY, the 16th
April, and until further notice, the
S.S. "HONAM"

will (weather permitting) make a special trip
EVERY SUNDAY TO MACAO AND BACK.
Hours of Departure: from Hongkong 9 A.M.
Macao 7 P.M.

Return fares:—First Class \$4.00. Second
Class \$2.00. Children under 12 half-price.

Tickets may be obtained at the Office of the
Company, or on board the Steamer. No CHITS
will be accepted, and Servants' Passages must
be paid for.

T. ARNOLD,
Secretary.

Hongkong, 12th April, 1905. [465]

NOTICE.

THE HONGKONG SCHOOLS' SPORTS
will be held at the Race Course, Happy
Valley, on MONDAY, April 17th.

Heats to be run off on SATURDAY, April
15th.

R. J. BIRBECK,
Hon. Secretary.

Hongkong, 13th April, 1905. [467]

GENT requires BOARD AND LODGING
in KOWLOON, please state Terms and
Particulars, to

"A. B.,"
C/o Hongkong Telegraph.

Hongkong, 13th April, 1905. [470]

CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG

AT

\$4.00 per hundred.

FLORE DE MONDEGO

AT

\$5.50 per hundred.

Sold in

AIR-TIGHT TINS

AT

TUNG CHONG WO,

98, Queen's Road Central,

Opposite Central Market.

Hongkong, 25th January, 1905. [176]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO AND ISSUE BILLS OF LADING
TO SHATTLE, WASH, VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. Co., BOSTON
STEAMSHIP and TOWBOAT Cos., OCEAN
S. S. Co. and CHINA MUTUAL S. S. Co.
For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 27th March, 1905. [68]

WEISMANN, LTD.

(CAFE WEISMANN.)

THE place par excellence in Hongkong
for Refreshments of all descriptions.

Facing the Post Office, Queen's Road,
Central.

Everything of the best, prepared and
served under entirely European Manage-
ment.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all
kinds made to customers' own order and
design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Cafe
in the Orient.

Hongkong, 17th December, 1904. [46]

JUST LANDED.

NO Toilet Requisites are complete without
these Soaps:—

PLANTOL FLORAL AND NATURAL
BOUQUET SOAPS.

Guaranteed made from Fruits and Flowers
and to contain no animal fat. They are sooth-
ing and refreshing to the delicate skins.

ALSO

CARNAVAL (A LA ROSE) AND
STARLIGHT SOAPS,

pure, economical, agreeable and highly per-
fumed and a perfect toilet and nursery Soap.

NOW ON SHOW.

H. RUTTONJEE,
5, D'Agular Street, Hongkong.
37 & 38, Elgin Street, Kowloon.

Hongkong, 6th April, 1905. [58]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best "THREE YEARS"
guarantee given to every purchaser.

20, QUEEN'S ROAD,
Watson's Building.

[51]

Intimations.

WANTED:

AN EXPERT TYPEWRITER. Good
Salary to a Quick Worker.
JOHNSON, STOKES and MASTER.
Hongkong, 31st March, 1905. [430]

EMPLOYE de commerce, Agé de 29 ans,
de nationalité Suisse, ayant déjà occupé
d'importantes fonctions dans des maisons
connaissant à fond de comptabilité en partie
double, parlant couramment le Français, l'Al-
lemand, le Hollandais, l'Italien et l'Anglais,
désirerait une situation dans l'une des villes de
la côte de Chine.

Tres bonnes références—Appointements: de
\$5,000 dollars par an. Ecrire aux initiales
L. V. au journal "l'Opinion" de Saigon.
Saigon, le 2 Mars, 1905. [312]



THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAB" is the finest shaving implement

Announcements.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S CELEBRATED BLEND

A WHISKY OF GREAT AGE MATURE, MELLOW AND FINE FLAVOUR.

A Blend of the Finest Pure Malt Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co., LIMITED.

Hongkong, 1st April, 1905.

CLUB No. 1 WHISKY.

\$18.00 PER DOZ.

BUT WORTH DOUBLE THIS MONEY.

THIS BRAND IS KNOWN BY ITS QUALITY AND A GOLD TRIANGLE ON THE LABEL.

GREGOR & Co., WINE MERCHANTS.

34, QUEEN'S ROAD, CENTRAL, 1ST FLOOR.

Hongkong, 13th April, 1905.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$10 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 14, 1905.

MOTOR-OMNIBUSES.

From the tone of an inquiry submitted to the Shanghai Municipal Council, it would seem probable that Shanghai will have a service of motor-omnibuses in the very near future. The parties making the inquiry desired to know whether there would be any objection to their running a service of motor-omnibuses from the Bund to certain streets which were shown on a chart. The answer of the Council was entirely favourable to the scheme. They stated that they were prepared "to license motor-omnibuses to ply for hire in the Settlement without restriction as to routes, provided that the size, weight, etc., of the vehicles in question were such as to present no inconvenience to the general traffic of the public streets." Some reference was made to the fact that the present license fee for motor cars was \$6 a quarter, but that was intended to cover private vehicles, and in the event of a permanent service of motor-omnibuses being established, the question of increasing the fee would have to be considered. Now that motor-cars and omnibuses are in vogue all over the western world, it is high time for the East to see the inauguration of such a service. Shanghai is admirably situated as an experimental centre, although Singapore might justly claim that her long, straight, level roads would make a capital home for the motor-omnibus. At present in these two cities there are many private motor-cars running, and Hongkong must envy the pleasures of residents of these places which we cannot emulate. It may be a distinction and a delight to be perched upon a rock commanding the China Sea, but when it comes to matters of pleasure such as motoring and equestrianism one is sometimes apt to have a faint wish that there were one or two fewer mountains and a vast increase in level roads. It is very doubtful if the motor-omnibus will ever be seen in Hongkong, for the simple reason that there are no roads—even on the level—where it could run in safety. But, after all, we have the consolation that the ricksha, however rickety it may be, and the electric cars are always with us, and what more should man desire?

LOCAL AND GENERAL.

We have received a copy of the programme of the forthcoming lawn tennis tournament.

THE R.M.S. *Dufferin* left Bombay on 11th inst. and is due to arrive here on the 24th instant with troops.

MR. JOHN AUGUSTUS O'SHEA, the well-known war correspondent, has died at his residence in Clapham. He had been in ill-health for a long time past.

THE General Agent of the Shanghai Sumatra Tobacco Co., Ltd., has received the following telegraphic advice from the Deli Maatschappij:—"Sold 565 bales tobacco at Glds. 2.07."

SOME guns and 500 rifles, taken in South African and China wars, have been sent out by the War Office, as allotted to India. The three guns taken in China will be placed at Peshawar, Delhi and Lucknow.

THE death has taken place in New York, from pneumonia, of Mr. John Wilhelm Rowntree, of Scalby, near Scarborough, eldest son of Mr. Joseph Rowntree, head of the well-known firm of Rowntree and Co., of York.

THE year-book just issued by the Y.M.C.A.—which celebrated its diamond jubilee last year—shows that of organisation has a membership of 688,263, of whom 164,432 reside in Great Britain and her possessions, and the remaining 523,831 in foreign countries. There are 5,549 centres, and the 828 buildings owned by the associations are valued at \$6,876,594.

THE Straits Racing Calendar for last year is now published and gives us a variety of useful information concerning the racing world in the far Eastern possession of Great Britain. The value of the stakes competed for totalled over \$10,000 or about £11,000 without sweepstakes or donations, contributed as follows: Penang and Selangor \$30,000 each, Singapore \$26,000, Kuala Lumpur \$14,000 and Perak \$10,000. There were five events valued at over \$2,000 each in specie alone, and sixteen others worth over four figures.

In the old Chamber of Commerce room, City Hall, on the 20th inst., the Masonic Quadrille Club will give a second smoking concert, commencing at 8.30 p.m. The great success achieved at their last "smoker," held on the 21st ult., has encouraged them to this further effort, which it is not too much to say will undoubtedly be equally successful. A really excellent programme has been drawn up, and the services of some of our best local talent engaged, so that a very enjoyable evening may be looked forward to.

By kind permission of Col. W. G. B. Western, C.B., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday next, 15th inst.:

March "Stars and Stripes"..... Sousa
Overture "Die Zauberflote"..... Mozart
Selection from "Cavalleria Rusticana"..... Mascagni
Valse "Lustige Brude"..... Volpert
Dance American "La Salvaje"..... Uggles
Selection from "The Forsythe"..... Carill and Monckton
Three Dances from "Henry VIIIth"..... German
God save the King.

PEDESTRIANS passing to and fro along Ice House Street will, no doubt, be glad to learn that that apparently decrepit old gentleman who haunted the foot-path near the Norddeutscher Lloyd's office has disappeared and his place, with doubtless know him no more. For months past he has been an irritation and an annoyance to passers by, even the school-children going to and from the Kowloon ferry not being exempt from the fellow's importunities. He accosted all alike, and shoved a filthy tin, in a filthy maw, in the way of his intended victims with the cry "Taipan, cum-sha!" But this morning he "scratched the Turk and found the Tartar," when for the third time within an hour he accosted the same gentleman, who chased him away, and being a good Chinese scholar warned him, as he ran, that if he was ever seen in that neighbourhood again he would be arrested at sight. Then the "decrepit" beggar fled in earnest.

HONGKONG GYMKHANA CLUB.

The programme of the first meeting to be held at Happy Valley on Saturday, 13th prox., (weather permitting) have now been issued, and from it we gather that the events include a three-quarter mile flat race for all China ponies which have never won an official race and griffins at date of entry, a polo pony scurry, mile race for Gymkhana Club challenge cup, ladies' non-nation "Aunt Sally" race, mile hurdle race for challenge cup, and a one and a quarter mile flat race (handicap).

THE NEW AMOY DOCK CO., LTD.

PROPOSED INCREASE OF CAPITAL.

The following correspondence relating to the above company has been circulated:—

Sir or Madam,—The capital of the company is so inadequate that installations of new plant and machinery necessary to carry on a growing business have had to be paid for by an overdraft on the bank which cannot be permanent. The company is therefore in the position, that even with excellent earnings it will be unable to pay dividends for want of cash.

A proposal to increase the capital in accordance with the special resolution now circulated will therefore be submitted to shareholders, and it is hoped you can be represented at the extraordinary meeting either in person, or by proxy.

For the 5 years 1899 to 1903 the average net earnings of the company are \$25,000 per annum equal to 37% on the capital increased as proposed to \$67,500. On this basis a share at a market value of \$25 would yield 10 per cent.—Your obedient servant,

(Sd.) ROBERT H. BRUCE,
General Manager.

Amoy, 8th April, 1905.

An extraordinary general meeting of the Company will be held at the office of the general manager in Amoy on Monday, the 15th of May, to consider, and if thought fit, to pass the subjoined special resolution:—"That the capital of the company be increased from \$40,500 (divided into 6,000 shares of \$6.75 each) to \$67,500 (divided into 10,000 shares of \$6.75 each) by the creation of 4,000 new shares of \$6.75 each to be offered, and if accepted to be allotted to the persons constituting the shareholders according to the company's register on the 15th day of June, 1905, at a premium of \$10 for each and every single share of such 4,000 new shares in the ratio of two new shares for every three old shares in the company held by the respective shareholders thereof the amount payable on each of such new shares respectively (including the said premium of \$10 per share) to be paid in full on 30th June, 1905, and that failing such allotment as aforesaid, the said new shares be disposed of at the discretion of the general manager and consulting committee, and that the transfer books be closed for five days from 16th June, 1905."

Your obedient servant,
(Sd.) ROBERT H. BRUCE,
General Manager.

WANTS TO BE EXECUTED.

EXTRAORDINARY APPEAL FROM A SAIGON ASSIZE COURT.

The Criminal Chamber of the Supreme Court at Paris has received an appeal, lodged on behalf of a convict, against the decision of an assize court which failed to inflict the death penalty. This extraordinary appeal is explained in this way.

Condemned to death by the Assize Court of Saigon eight months ago, the applicant waited, during half that period, expecting each morning the entry of the executioner into the cell.

To his astonishment he was again brought before the Saigon Court charged with a new crime. The verdict against him was guilty without extenuating circumstances. The penalty should again have been death, but the Court argued that as the prisoner was already under sentence to be executed, and did not possess more than one head to be chopped off, it could not logically order such an impossible process to be performed.

So the man went back to prison, where he was waited vainly for the executioner another four months, until, worn out with the mental strain, he has applied to the Supreme Court to end his misery.

This appeal Court could not see their way to do, but the case will be brought before the President of the Republic as one in which he may exercise his prerogative of mercy.

FLEETS FIGHTING.

JAPANESE AND RUSSIAN CRUISERS IN FIERCE COMBAT.

RODJEVSKY'S RUSE SAVES HIS FLEET.

Private advices received in Hongkong to-day state that the Japanese scouting cruiser squadron got into touch with the tail-end of the Baltic Fleet, off the Anamba Islands yesterday, and a fierce battle took place.

The Russians are supposed to have been the remainder of the fleet out-distanced by the main squadron under Rodjestvensky, and probably consisted of five vessels, including a hospital ship.

The Japanese apparently turned their attention to the cruisers, whereupon the hospital ship made off at full speed for Singapore, where she arrived this morning.

Telegrams were immediately despatched to the Russian Government stating what had happened.

The hospital ship was unable, however, to give details of the fighting which was still in full swing when she left the Anambas.

The result of this, the first meeting of the Japanese with the Baltic Fleet, is awaited with the utmost concern.

The announcement that the Japanese cruiser scouts have at last come to grips with a portion of the Baltic Fleet will arouse intense interest in every part of the world. Much may depend upon the result as showing the strength of the respective fighters, but it cannot be decisive one way or the other.

When we learned through the medium of the Commodore's office, yesterday, that 42 vessels of the Baltic Fleet had been sighted off Pulo Condore heading in a north-easterly direction, the natural query was—Where are the other five ships of the Fleet? It was a known fact that the Fleet consisted of 47 vessels all told, including battleships, cruisers, torpedo-boats, colliers and transports, when it left Madagascar. When it reached Singapore the number had not dwindled, but directly it left that port five of the Fleet mysteriously disappeared. Rodjestvensky and his Fleet had been subjected to so much ridicule that he would have been a brave man who suggested that the Russian Admiral was working out a little piece of strategy, yet there were some who hinted it. While the main fleet, comprising all the first class vessels, was pushing on by devious ways to their destination, five boats were left behind at the Anambas to attract the attention of the Japanese, and divert it from the larger body. It was common knowledge that two Japanese cruisers were hovering around in the vicinity of the Gulf of Siam, on the outlook for the Baltic Fleet. Then, the *Loosik*, when nearing Swatow the other day, saw other two Japanese cruisers tearing along to the south. If the scouts met, then the fight would be equal, for one of the Russians was a hospital ship, and it may be taken for granted that the others are cruisers. Four Japanese cruisers against four Russian cruisers should, all other things being equal, provide one of the finest tests of strength, ship for ship and man for man, that has yet been seen in the course of the Russo-Japanese campaign. Hitherto the Russians have been hampered by a handy base; they need not show their best qualities unless they were so inclined, and, on the ground that discretion is the better part of valour, they did not feel so inclined. But at the Anambas both the belligerents are on equal terms. Both are away from home; neither has much hope of support; and the loser must trust to Providence ever to see homeland again. The knowledge that all depends upon themselves should nerve their hearts and strengthen their arms. It is impossible to say what the calibre of the Russian boats which are now engaged in a deadly struggle off the Anambas may be, but it is certain that the Japanese cruisers will be the best and fastest of their kind, and if there should be any advantage at all it is unquestionably on the side of the Japanese. Apart from these considerations, what are we to think of the strategy of Admiral Rodjestvensky? By a manoeuvre as old as the hills, he has inveigled the Japanese scouts into an attack on vessels which he probably did not count on very much at any time. He has cleared the way for the vast majority of his ships, and has given occupation of a sort to an enemy which might have done him infinite damage before his Fleet even saw the colour of the Yellow Sea. Had the Japanese pursued the tactics which it was believed they were likely to adopt, of keeping well out of range, yet sending in torpedoed when the chance offered, and delivering surprise attacks in the dark, the vitals of the Russian Fleet might easily have been pierced before the main Japanese Fleet arrived on the scene. But by a piece

of strategy, which is not exactly original or evidence of wonderful ability, Admiral Rodjestvensky has won the first move in the game. If the Russians lose at Anamba Islands then the Admiral can say he has only relinquished a few pawns in order to save the chief figures on the board. If they win at the Anambas, then new heart and courage will inspire the Fleet, and the end may be farther off than is generally imagined. At all events the result of the conflict must be public property in a few hours, and till then people must rest their souls in patience.

THE ANAMBA ISLANDS.

The Anamba Islands, where the first fight between the Japanese scouts and part of the Russian squadron has taken place, lie midway between Singapore and that dangerous group of islets known as the Natunas. There is not an island of any size in the Anambas group; they are merely rocky eminences in the water, and so far as is known they are inhabited only by wild-fowl. One thing certain is that they are not likely to be troubled with fogs in that quarter of the China Sea. The Anambas, it may be added, are almost equi-distant from Singapore and Sarawak.

NO NEWS AT THE COMMODORE'S OFFICE.

No news regarding the reported fight at the Anambas or of the whereabouts of the Baltic Fleet was received at the office of the Commodore in Hongkong to-day. As a matter of fact none was expected, because there is not a single vessel of the British China squadron on the road between Hongkong and Singapore at present. The *Sutley* and the *Iphigenia* are both at Singapore; the rest of the squadron is either in Hongkong harbour or vicinity. That fact effectually disposes of the alarmist rumours which were rife in the beginning of the week regarding the movements of the British fleet in these waters. It was seriously declared that British warships were putting to sea presumably to intercept the Baltic Fleet. How little foundation there was for such a statement we endeavoured to show at the time. Now, events prove that the rumours had not a tissue of truth in them. Had there been, the Commodore would naturally have been in his office to-day awaiting tidings. But the Commodore was at Kowloon, on other business, knowing perfectly well that none of the China squadron was in a position to furnish additional news about the Baltic Fleet.

PROTECTION OF THE CABLES.

With regard to the report that cruisers would be required to protect the cables, this much can be said with certainty: If anybody is looking after the cables, with the object of frustrating any attempt on the part of the Russian Fleet to cut them, it is certainly not the British. Besides, if the Russians were really determined to cut the cables, who could prevent them? Not a solitary cruiser at least. Warning might be given that such action would lead to international complications, but a commander of a fleet of the size, and importance to Russia, of the Baltic Fleet, would not be diverted from his purpose by a mere threat, if he believed the cutting of the cable meant an advantage over his enemy.

RUSSIAN HOSPITAL SHIP AT SAIGON.

Another report which was received in Hongkong to-day stated that the Russian hospital ship *Oral* had entered Saigon. Whether there is any connection between this statement and the report from Singapore that a Russian hospital ship had entered that port remains to be seen. It might well be that the first news of the fight was received from the *Oral* at Saigon and then telegraphed to Singapore. The sender of the telegram from Singapore might have neglected to state that he had obtained his news from Saigon. That is a possibility which could easily occur when the first flame of excitement was working in the mind of the writer of the telegram.

EAGLE EYES ON THE GAP ROCK.

STIRRING STORY OF HOW NEWS WAS BROUGHT TO HONGKONG.

Away on that perpendicular islet, known as the Gap Rock, there is, if all reports be true, an eagle eye which pierces the gloom and the fog, and can descry objects afar off when others are floundering lost in a labyrinth. Sam Weller thought he was sarcastic when he told the judge that he might have seen through a brick wall if his eyes had been double-million-power-microscopes, but if he had been at the Gap Rock he would soon have learned to see through a granite rock, far less a brick wall. For this is the story with which a contemporary pleasantly regaled its readers to-day: "A report has come to hand that on the night of Tuesday last, April 11th, two Japanese cruisers were sighted by the look-out at Gap Rock. They were steaming south at full speed, and had all lights obscured." As a piece of news the report is admirable, but that is not the point. Everybody knows that the watchers on the Gap Rock are like true Brits, ever on the look-out. Think then how they must have strained their optics for the benefit of the Press in order to see those Japanese cruisers with lights obscured. It was a dense and foggy night; it brought to mind the tragic fate of Ralph the River, who wrecked his barge on the Bell Rock. The ordinary ship-master held his breath and listened for siren sounds—until the dinner-bell rang, then he gave it up. The plain seaman opened his lungs and watched his breath disappear in the fog. Careful masters, who remembered all the stories of fogs they had ever been told, cursed the weather and all its kind. One man would try to see his finger before his nose; falling, he proceeded to "splice the main brace." A serious accident occurred on one vessel, when the mate mistaking the phosphorescent glow around the skipper's ruddy proboscis tapped it just to see whether he was alive or merely dreaming. Mall boats were lying at anchor, and peace, or a so-called peace, prevailed on every side. All this time the watchers on the tower were scanning, what think ye?—Not the length of their arms. Oh, no! They were scanning the horizon, piercing the palpable fog with eyes of electric force. And all this time two big cruisers were hurrying, in sporting parlance, "hell-for-leather," towards the south. All their glims were doused. They were sneaking past, at a mere 30 knots an hour or so, hoping that as they couldn't see anybody themselves and were trusting to luck to keep clear of the rocks, they wouldn't be seen by anybody else. Foolish hope! Those watchers on the Gap Rock, those eagle-eyes which were ready to help the public from a journalistic point of view, they were not to be outdone. The modern "Sister Ann" saw "Bluebeard" long before he hove in sight. What a picture for an artist; what a chance for the descriptive writer. "What's that?" pointing to a speck in the mist. "A cruiser, me lord." "Not really a cruiser?" "Yes, me lord, a cruiser." "What kind of a cruiser?" "A Japanese cruiser, me lord." "Wot a chance for the newspapers." "Halves, me lord, I saw it just." "Halves, it is, me bonny buck." Then they saw another cruiser slipping past, not a light to be seen, not a sound to be heard, not a funeral note even. And having done their duty, the first journalist that passed—the nature of the journalist is so Bohemian—that he is continually passing or being passed, and many a Gap Rock does he meet during the month—well, the very first journalist who came that way got the news, and that is how Hongkong heard the stirring intelligence. It was a full day after before the *Preussen* and a host of other boats could venture on the journey to Hongkong on account of the fog, but duty had been done and once again it was proved, by analogy, that Bill Adams won the battle of Waterloo.

It was recently reported that the crews of the Russian warships were drilling night and day, and firing practice is frequent. The freezing apparatus of the *Esperanza* was stated to have broken down, and the vessel is said to have jettisoned her cargo.

DISTINGUISHED JAPANESE LADY.

PASSES THROUGH HONGKONG.

In our columns a few days ago we stated that the first doctor's degree conferred on a woman by the University of Marburg has been secured by a Japanese lady, Miss Tama Umeta, of Kumamoto. Miss Umeta, who, for her degree, wrote an exceedingly erudite thesis, which received the highest encomiums from the medical faculty of the university, arrived here yesterday on board of the German mail steamer *Preussen* on her way home. She spent her short stay in the Colony with Dr. and Mrs. K. Just, to whom she brought greetings from their German friends. We understand that this talented young lady was born in Kagoshima, and after studying for three years in Tokio, worked as an assistant under the well-known Dr. Kitasato. After learning German she proceeded to Marburg and studied ophthalmology which should prove of great assistance to her as diseases of the eye are very prevalent in Japan. We hope that this young lady doctor, who proceeds to Tokio, will meet with the success that she undoubtedly deserves.

CANTON NOTES.

[From Our Correspondent.]

Canton, 13th April.

The dense fog which has hung over the river during the past few days partially lifted in the afternoon so that a move could be made with shipping. The *San Cheung* and *Kwongtung* being the only two boats in port, leaving for Hongkong reaped a great harvest, for despite the rain which fell at about 5 p.m. the whole of the three decks of these ships were crowded with Chinese passengers anxious to make the journey. No papers or mail matter were received until a very late hour, and when at length the boat came in everyone was eager to see what was the latest news of the war.

RUINING BILLIARD TABLES.

Quite a series of petty robberies have occurred on the Shamien within the past few weeks. The most daring case was one in which the thief or thieves effected an entrance into the billiard saloon on the ground floor of the club, and there cut the cloths from the two best tables. They were removed by being cut close under the cushions, and then the whole cloth lifted off and taken away. Some of the members were inclined to the belief that this act was done out of spite, but if a revengeful action was needed the person or persons had only to rip the cloths to cause the same inconvenience and expense to the Club. A few days later Mr. Shelley's house, a few yards from the Club, was visited by thieves, who went away with several articles of clothing, etc.

SHIPPING AND MAILS.

MAILS DUE.

French (*Tonkin*) 17th inst.

Indian (*Namang*) 17th inst.

French (*Quinba*) 18th inst.

American (*Montola*) 20th inst.

The Imperial German Mail s.s. *Princess Alice*, which left here on 16th ult., arrived at Genoa on 12th inst. at 5 p.m.

The P. & O. S. S. Co.'s s.s. *Mongolia* with mails, &c., left Kobe for this port via Nagasaki and Shanghai on 14th inst., at daylight, and is due here on 20th inst.

TELEGRAMS.

[Reuter's.]

British Fleet and France.

LONDON, 12th April.

Extraordinary preparations are being made at Brest for the reception of the British fleet; the Municipal Council has voted an unlimited credit for entertainments and the population is organizing independent fêtes.

Government Nearly Defeated.

The Government majority fell to 12 on a motion relating to education in Ireland.

Oriental Labourers in British Columbia.

TROUBLE FEARED.

The whites are forcibly resisting the introduction of Chinese and Japanese labourers in Salmon Valley, British Columbia; the police are protecting the Orientals and trouble is feared.

The Japanese Consul at Ottawa has protested against the renewed anti-Japanese legislation in British Columbia.

Sir Wilfred Laurier has promised to disallow the further legislation if it is, as represented, detrimental to Imperial interests.

Great Britain and Japan.

THE PEACE OF THE FAR EAST.

Mr. Chamberlain, speaking at the Liberal Union Club, said that the conclusion of an Anglo-Japanese Alliance required foresight and courage, and a readiness to take a certain risk, but the policy of *laissez faire* was much more dangerous. "I think that the opinion of the country, and am sure that of all Liberal-Unionists, is settled on the subject. We have approved of the treaty, which has already justified itself, by limiting the area of the present terrible conflict, and we shall support Lord Lansdowne in his determination to fulfill the treaty both in spirit and letter. I may say that we will very gladly follow him further if he thinks that the policy he has initiated could be further extended (applause); for my part, I believe that a mutual defensive understanding with Japan and Great Britain would secure indefinitely the peace of the Far East, and give both security in their possessions."

The Earthquake in India.

The total loss of life from the recent earthquake in India is 20,000.

The Baltic Fleet.

CONFIRMATORY NEWS.

Singapore, 13th April.

The British cruisers *Sutley* and *Iphigenia* have arrived here (Singapore). They passed the Baltic fleet coaling north of the Natuna Islands. The *Nubia* reports having sighted 42 Russians on Tuesday 8th North, 108°55' East steaming North. It is rumored that a number of the Baltic fleet passed here on Saturday morning, unnoticed in the dark.

LANE, CRAWFORD & CO., LD.

REPORT OF THE DIRECTORS

For presentation to the shareholders at the ninth ordinary general meeting to be held at Shanghai, on 19th inst.

The directors have much pleasure in submitting their report and a statement of the company's account for the year ended 28th February, 1905.

Profit and Loss Account.—After deducting directors' and auditors' fees and making allowance for depreciation on furniture and fixtures, the net profit for the year amounts to \$55,427.25. Out of this an interim dividend of \$5.00 per share was paid 19th November, 1904, absorbing \$12,500.00.

To this has to be added the amount brought forward from last year... 21,821.25

Leaving a balance for distribution of \$43,926.25 which your directors recommend to appropriate as follows:—

Pay a final dividend of 7 per cent (making 12 per cent for the year)... \$17,500.00
And a bonus of \$2.00 per share... 5,000.00
22,500.00

And carry forward to new account... \$21,426.25

The dividend will be paid in cheques at exchange 71.

Directors.—In June, 1904, Mr. John West was invited to join the Board and his appointment requires the confirmation of the shareholders. Mr. D. W. Crawford retires by rotation, but, being eligible, offers himself for re-election.

Auditor.—The accounts have been audited by Mr. G. H. Thomson, who accepted the post on the departure from Shanghai of Mr. H. Trevor Guerrier. Mr. Thomson retires, but offers himself for re-election.

J. ANDERSON, Chairman.

Shanghai, 28th March, 1905.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.

On the 14th at 11.55 a. The barometer has fallen over China, except in the neighbourhood of Shanghai.

Pressure is highest over the Yellow Sea, and gradients continue slight along the China coast and over the N. part of the China Sea.

Moderate E. to SE. winds may be expected in the Formosa Channel and N. part of the China Sea.

Forecast.—Moderate SE. winds; overcast, showery.

NAVAL NOTES.

The Portuguese cruiser *Adamastor* has crossed over to Macao.

H.M.S. *Rambler* came into port this morning from Aberdeen where she has been engaged in survey work.

The United States flagship *Wisconsin* and the torpedo boats *Bainbridge*, *Dale*, and *Decatur* left yesterday for Manila.

An Association football match has been arranged between teams representing the Navy and Army. The match, which takes place at Happy Valley to-day, will be the closing one of the season. The following is the team selected to represent the Navy:—goal, McDermott; backs, Lieut. Le Page, *Glory*, Carril, *Albion*; half-backs, Gibson, *Albion*, McHoll, *Ocean*; Puskyn, *Albion*; forwards Hutton, *Albion*; Watkins, *Tamar*; Bell, *Glory*; Woolley, *Tamar*; Vargilan, *Ocean*.

RUGBY FOOTBALL.

A lively "rugger" game was played at Happy Valley yesterday afternoon between teams representing the *Ocean* and the *Andromeda*. The former had a very good side. On the field, but the *Andromeda* failing to get their "champions" was only able to put on a scratch team, which nevertheless worked very gamely to the end. The players were: *Ocean*—back, Jordan; three-quarters—May, H. dge, P. ole and Bell; halves—Ellis and Carsley; forwards—Jewett, Head, Waldron, Barnes, Hales, Dicks, Prece, and Malcolson.

Andromeda—back, Irving; three-quarters—Worrell, Perry, Henning and Smith; halves, Cross and Pyc; forwards, Moore, Millar, Helm, Munden, Davis, Full, Ritchell, and Edwards.

From the start, the *Ocean* boys having won the toss, a fast game ensued. The leather was generally around the *Andromeda's* goal, but for a spell the *Ocean* failed to score. The scrummaging was particularly pretty, but from the style of the players the result was a foregone conclusion. At half-time the game stood—*Ocean*, 9 points; *Andromeda* 3. The second half was all in favour of the *Ocean*, although several pretty runs by the *Andromeda* men seemed promising. The absence of rough play was a noticeable feature of the game, which ended in favour of the *Ocean*. Score—*Ocean* 28 points; *Andromeda*, 6.

[From a Correspondent.]

Colombo, 30th March.

H.M.S. *Durfee* arrived here at 10.15 a.m. to-day, and although she is somewhat later than was at first expected, no one seems to know the reason unless it can be put down to bad steaming. At any rate the ship's company of H.M.S. *Vengeance* were extremely glad to see her and showed their appreciation by crowding along the fore-castle to have a good "look-see." The band greeted the arrival with "Now we shan't be long," and "Where have you been all the day?" followed by "You've got a long way to go." It has been arranged that the crews change over ships on 3rd April, and most probably the *Vengeance* will sail for Hongkong to commence her new commission on the China station, while the *Durfee* will sail for England to pay off, about the 21st prox.

Captain Charles Henry Adair, ADC, who has been in command of H.M.S. *Argyle*, and Commander W. H. C. S. Thine, will take up their appointments on board the *Vengeance* the same date, as the crews take over. Both of these officers are gunnery experts. Captain Adair having recently vacated the command of H.M. Poyl Naval Gunnery School at Sheerness to take up this appointment. In seniority he stands second on the list of Post Captains and will be the senior Captain on the China Station. His promotion to Flag Rank will take place about September next.

The Lieutenants appointed to H.M.S. *Vengeance* on re-commissioning are:—J. Woodbridge, R. E. Thois, C. Bisset, H. Kunderd, W. Lake, W. H. Hunt, and A. Sherin, Engineer Commander Parrott, Eng. Lieut. Garrard, and B. Hervey, Naval Chaplain the Rev. T. Kane, Surgeons J. E. Coad and G. Miller, and several junior officers. Captain Leslie C. Stuart, C.M.G., M.V.O., with Commander Guy R. Gaunt, takes over the command of the *Durfee* on the same date. These popular officers will sail for England with their own ship's company.

The captain of the German s.s. *Germania* reported to the police that his second, third and fourth engineers had deserted, and requested their assistance in recovering his men. The second engineer was found and arrested in a hotel in Queen's Road, West, but the third and fourth are, so far, still at large. The second was this morning placed before Mr. Hazelland at the Magistracy, when it was stated that there was always trouble and differences with the chief engineer, and that was why the men left the ship. His Worship said that as he was a foreigner on a foreign ship he would not fine him, but ordered him to be taken back to his ship, and see that he did not leave it again. If the third and fourth engineers are found they are to be dealt with in a similar way.

HIGH PRICED FICTION.

One often hears of the big prices paid to some of the most popular English writers of fiction for their works, but America can claim to have shown the greatest liberality in this respect, and towards a dead author, too. It is stated that the "New York Times" gave for the right to publish the late Lord Beaconsfield's unfinished novel no less a sum than £1,400, an amount which works out at something like 4s. a word. In England, much-sought-after writers such as Sir A. Conan Doyle, Mr. Anthony Hope, and Mr. Rudyard Kipling can boast of anything up to half-a-crown a word for their literary wares, but one can well believe the statement that 4s. is a record price.

JAPAN'S MERCANTILE FLEET.

PROBABLE EFFECT OF THE WAR ON MARITIME TRADE.

Mr. K. Uchida, Director of the Shipping Bureau in the Department of Communications, recently contributed an interesting article to the *Fiji Shimpu* with regard to the development of Japan's maritime trade. In the course of this article he says that before the Japan-China War of 1894-5 the growth of the shipping trade of Japan had been very slow despite the encouragement given by the Government. At the end of 1893 the aggregate tonnage of the Japanese mercantile marine was only 202,000, steamers accounting for 167,000 tons and sailing-vessels for 33,000 tons. At the outbreak of the war in 1894 a large number of steamers were requisitioned as transports, resulting in the complete disorganisation of the coasting trade. In consequence the Government and private individuals purchased or chartered many foreign vessels to meet the requirements brought about by the war. The result was that the total tonnage of steamers at the end of 1895 had increased to 331,000 from 167,000 in the previous year. This sudden acquisition of a large number of merchant ships by Japan caused a panic among shipowners on the restoration of peace. The difficulty was more keenly felt among the smaller shipowners, who found it impossible to carry on the coasting trade owing to the fall in freight rates as the result of competition. This state of affairs, however, gave a great impetus in directing attention towards the carrying trade abroad, and regular services were opened to Korea and North and South China, where the Japanese soon almost supplanted their British, German, and Norwegian competitors in the coasting trade.

The Japan-China War, says the writer of the article, thus taught an invaluable lesson to the Japanese with regard to the necessity of a mercantile fleet in time of emergency, and also the disadvantage of dropping regular steamship operations even in time of war. Shortly afterwards Bills were introduced into the Diet providing for the grant of a subsidy for the encouragement of navigation and shipbuilding. The proposals were voted by the Diet, and they became operative in October 1896. A regular line of steamers to Bombay, Australia, and Vladivostok was subsequently opened by the Nippon Yusen Kaisha under contract with the Government. At the same time the company inaugurated the European and American service, while the Toyo Kisen Kaisha put three steamers on the regular line between San Francisco and Hongkong. Regarding the China trade, which has a very important bearing on Japan's commerce, a regular service between Shanghai and Hankow was open in January 1898, and that between Hankow and Ichang in January 1899. Another line was opened between Soochow and Kiangchow by the Dalto (Great Eastern Steamship Co.), which is subsidised by the Government. In South China there is a Japanese line between Amoy and Hongkong via Swatow in order to maintain connection with various points of the coast.

Since the operation of the Shipbuilding Encouragement Law in 1895, it is asserted, the development of the shipbuilding industry in Japan has been remarkable. Large vessels of 6,000 to 7,000 tons are now built at the Japanese yards. At the end of 1903 Japan possessed steamers aggregating 657,000 tons and sailing vessels aggregating 322,000 tons. When the present war broke out Japan's steamship mercantile fleet was four times larger than it was at the outbreak of the Japan-China War in 1894. Despite this enormous increase, the present war, which is being conducted on a far greater scale than its predecessor, has entailed a great strain on the shipping resources of the country, and some of the regular lines have had to be discontinued temporarily. In order to relieve the pressure caused by the war the Government has given special permission so that chartered foreign vessels may engage in the coasting trade. During last year a number of steamers, aggregating 71,000 tons, were taken off the Japanese list, the greater portion of these being used for blocking the harbour of Port Arthur, while an addition of 204,000 tons was made, including 27,000 tons built in Japan and 177,000 tons purchased from abroad, making a net increase of 133,000 tons. The number and tonnage of steamers at the end of 1904 as compared with the preceding year was as follows:—

		1903.		1904.	
		No.	Tonnage	No.	Tonnage
Below	50 tons	303	9,764	349	11,204
"	100 "	199	14,036	217	15,286
"	300 "	228	37,916	244	40,821
"	500 "	84	33,175	85	33,435
"	1,000 "	77	59,598	88	58,665
"	2,000 "	86	126,234	97	141,616
"	3,000 "	65	165,314	77	192,373
"	4,000 "	18	61,978	33	112,518
"	5,000 "	5	22,478	11	48,612
"	6,000 "	3	16,438	5	26,715
Above	6,000 "	19	118,350	18	112,138

1,088 657,369 1,224 791,057
Of course no one can tell how long the war may last, Mr. Uchida concludes, but it is certain that the longer the war continues the keener will be the demand for vessels. The months in which chartered foreign steamers were most used in the coasting trade were April, May and June, the tonnage of these vessels aggregating 160,000 at the time. Even in December the chartered ships totalled 110,000 tons. There are indications that Japan's mercantile fleet is being still steadily increased, and perhaps it will not be wide of the mark to estimate the increase during the progress of the campaign at 10 per cent. Now it is a very important question to consider how this greatly increased number of ships will find remunerative employment after the restoration of peace. Some people are inclined to be pessimistic on this point, no doubt from the experience of the Japan-China War. But the augmentation in the Japanese merchant marine is, in the opinion of Mr. Uchida, likely to result in the further development of Japan's maritime trade abroad. There is a great field for shipping enterprise in North and South China, Hongkong, French China, the Philippines and Java, while the trans-Pacific trade with South America is very promising. There is no reason, he holds, why the Japanese should not succeed in these lines if their enterprise is embarked upon after careful investigation and backed by a sufficient amount of capital and energy. All that is to be avoided is the unwise competition that will inevitably ensue on the concentration of attention on the coastwise trade.

A DESCENT IN A SUBMARINE.

A writer in the "Daily Chronicle" describes his sensations on making a descent in submarine A2, sister ship to A1, which, it will be remembered, was run down in the Channel last spring by a liner, with the loss of all on board.

In passing through the dockyard to the admiral's launch that was to convey us to the submarine boat out in the harbour, we passed, he says, all that is left of A1. The upturned hull of the boat still shows the rent made by the keel of the unseen steamer. These submarine boats cost between £70,000 and £80,000 apiece, and are worth picking up and mending. But there is no hurry about finishing the job with A1. When the time comes there will be no difficulty in obtaining a volunteer crew. It is just as well to let the year roll on, till a dulling a shock sharper than most to which those who go down to the sea in ships are subjected.

BOARDING THE VESSEL.

For a landsman there was initial difficulty in getting aboard. Being built for submarine passage, the structure of a fish is naturally adopted. The deck of A2 inconveniently resembled the back of a porpoise. Nor were there rails or mats offering grip wherewith to steady unfamiliar feet. About the centre of the deck there projected the top of what proved to be the conning tower. By a perpendicular iron ladder this gives access to the hold of the boat, which, if it were anywhere else than under water, might be regarded as really comfortable. Thanks to the electric light it is brilliantly illuminated. About six feet high and some four feet wide, it runs the full length of the boat, and is in every inch devoted to control of the intricate machinery of this latest wonder of the sea. Port and starboard the belied sides of the hold are covered with what, to the solitary passenger, were inscrutable screws and levers, each having its appointed task. Presently, seeing them worked, touched here and there with swift hands in obedience to the work of command, they recalled the organ loft, and the musician manipulating the stops.

SINKING.

All aboard, the water-tight cap was closed down, screwed over the conning tower, and the curious passenger began to be alert for novel sensations. One would surely feel the descent and hear the swirl of water as the boat sank. Up in the conning tower, with his eye to the periscope, was perched the Lieutenant in command. From time to time his voice pitched in low vibrating tones, almost solemnly distinct, was heard giving orders. About the deck lay nine sailors barefooted, strong-handed. To each was assigned charge of a particular lever or wheel. A direction with respect to "Number one," "Number two," "Number three," and the rest was sung out from the conning tower, there came quick response, "Number one closed, sir," or "Number five opened, sir," as the case might be. Otherwise silence was not broken in the narrow hold, which, when one came to think of it, regarded longitudinally, with its bulging midships and its tapering ends, "did" resemble a Cargantuan coffin.

BELOW WATER.

"When shall we sink?" I whispered to the second-lieutenant.

"We sank five minutes ago," he answered.

"We are ten feet under water, out of sight except a few inches of the top of the periscope and are going ahead at the rate of ten knots. If we had spotted an enemy we would be within firing range in twenty minutes, would let fly the torpedo, and be ready for our second as the first blew up."

Straining attention, one had (or fancied he had) some sense of motion. But it required the exercise of faith to realise that we had fallen beyond sight or ken of mankind, and were running races under the sea with surprised whirling and confounded cod. Evidence of the unusual situation was not forthcoming through the medium of other senses. We were shut out from the ambient air. But we had a stick on board, a supply that would, I was told, last at least twelve hours. This was a reassuring, for, beyond the danger of being run over by ships passing in the day overhead, a submarine runs the risk of happening on a mudbank at the bottom of the sea, involving prolonged struggle for extrication. There was, though the twenty minutes we were engulfed, no perceptible difference in the air we breathed, though what became of the vitiated atmosphere is a mystery I forgot to fathom.

THE "EYE" OF THE SUBMARINE.

Under Providence we were absolutely in the hands of the young lieutenant up in the conning tower, his prosaic feet just showing on the lower rungs of the steel ladder. For the rest, the crew were as absolutely machine as were the wheels they turned or the levers they pressed. Save for the commander's voice, and for the narrow space on which the electric light shone, they neither heard nor saw.

Rolling round in earth's diurnal course, With rocks and stones and trees.

Our only connection with the world above was provided through the periscope. Coming back to our starting point, I looked through this marvellous instrument, and from the depth of the hold caught sight of a circle of water with the sunlight shining out of it, and on its rim the admiral's launch with the house-party on board, probably wondering with secret vexations whether anything would happen that might, at bidding of common decency, interfere with luncheon. This circular space, the range of the periscope, is all the commander of a submarine can see from the depths. It seems to have failed A1 in the moment of peril. In ordinary cases it suffices.

Titu *Hongkong Times* in commenting on an article which appeared in the *Hongkong Telegraph* recently with reference to the prospects of the shipping trade remarks: "In Bangkok, however, little seems to affect freights beyond the crops and the demand for rice abroad; and at present things are dull enough, paddy seems to be held for some possible rise in prices."

THE "SULLY."

STILL IN "STATU QUO."

At three o'clock this afternoon Mr. W. C. Jack, of Messrs. Wilks and Company, arrived in the harbour on board the s.s. *Hongkong* from Haiphong, having left the *Sully* in a torpedo boat for that port on Sunday last. As we announced in our issue of Tuesday last, Mr. Jack has returned in company with Mons. Edmond, Chief Constructor of the French Naval arsenal and dock at Saigon, to supervise the construction of the pontoon now being built in the Hongkong and Whampoa Dock Company's works at Kowloon. This pontoon will be an immense affair, having a displacement of 4,500 tons, but notwithstanding the magnitude of the work so well it is being pushed along by the Dock Company that it is expected to be ready for towing to its sphere of usefulness by the 1st prox, when Mr. Jack and Mons. Edmond hope to return to the scene of their salvage operations.

As regards the *Sully's* position, Mr. Jack made a minute examination, after which, says the *Courier d'Haiphong*, he was able to express it as his opinion that smooth weather, and on accidents, during the time necessary to prepare the needed apparatus in Hongkong, another six weeks from the 10th inst., ought to see the operations successful and the *Sully* safely afloat, and ready to enter the dock. When Mr. Jack left the vessel she was pumped dry air, and they were able to get steam up. Having viewed the position and expressed his opinion Mr. Jack's proposed plans were telegraphed to the Minister of Marine in France, and these were approved by him, by telegraph through Admiral Bayle on Saturday last, and the contract was signed on Sunday.

Under the signature "Un ami de la Justice de la Verité," a curious letter is published in *L'Indo-Chine Republique* on the subject of the stranding of the *Sully*. The writer complains that the commander has been exonerated for running the warship on a rock and the entire blame placed on the Ministry. He maintains the commander had no previous knowledge of commanding a vessel at sea, and questions whether the inquiries on this subject have been sufficiently complete. He goes on to say: "It is stated that the English have all that is necessary for refloating the *Sully*, but the opinion of experts is that our material is greatly superior to theirs. But the powers that be have spoken; what matters the rest?"

FISHERMEN AS HYDROGRAPHERS.

As the result of the stranding of the *Sully* on an uncharted rock, the French naval authorities in Indo-China have decided to enlist the services of the native fishermen with the object of obtaining particulars of rocks which are not noted on the charts. For such information the fishermen will receive rewards varying between five and twenty piastres. The particular locality which it is desired at present to have properly charted is the Bay of Along, where the *Sully* lies, and it is believed that the knowledge of the fishermen regarding rocks and sand banks, and their efforts to obtain the reward by new discoveries of hidden dangers, will prove of great assistance to the hydrographers of Indo-China.

JUVENILE FEMALE THIEVES.

GOING ALONG THE PRAYA EAST.

Yesterday two Chinese ladies in rickshaws were closely followed by two small beggar girls, soliciting. No notice being taken of their appeals one of the girls jumped up and snatched a gold hair pin from the head of one of the ladies and then both attempted a bolt. They did not, however, get far before they were arrested. It is morning they were placed before Mr. F. A. Hazelland at the Magistracy. He read them a homily, with the evil of their ways for a theme, but it did not appear to make any impression on the hardened little wretches. That came afterwards in a double sense, when His Worship said that if they had been boys they would have been birched and sent to gaol, but as they were girls he ordered their guardian to take them home and give them a good whipping. The guardian said, "I'll give it to them now," and took the young thieves into a cell and there gave them the "impression" they needed and a good one it must have been if their shrieks were any criterion. Each was treated exactly the same, as it could not be discovered which of the girls snatched the pin, for each declared it was the other, and stuck to the statement.

CRICKET LEAGUE.

The following is the League table up to date.

Club.	Played.	Won.	Lost.	Drawn.	Points.
Craigengower...	18	12	4	2	38
Kowloon...	17	12	5	0	36
A. O. C.	18	11	5	2	35
H. K. C. C. "A" ..	16	9	3	4	31
R. E.	17	8	5	4	28
H. K. Police ..	17	7	5	5	26
R. G. A. 3rd Co. ..	16	6	8	2	20
Civil Service ..	18	5	10	3	18
R. A. M. C.	15	4	11	0	12
Parsees	0	0	0	0	withdrawn

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks \$70 b. £80
National Banks 37 b.
Union Insurances 700 s.
China Traders 38 s.
Canton Insurances 285 b.
Hongkong Fires 310 s.
China Fires 86 s.
H. C. & M. Steamboats ... 261 sa.
Indo-Chinas 121
Douglases 344
China Sugars 223 s.
Lutons 27 sa. & b.
Raubs 4 b.
H. K. & Whampoa Docks ... 203 b.
Hongkong Wharf 107 s.

Farnhams	156 s.
Hongkew Wharfs	193 b.
Hongkong Lands	129 s.
Hongkong Hotels	140 b.
Humphreys Estates	1240 b.
Ewos	40 b.
Hongkong Cottons	161 sa. & s.
Dairy Farms	171 b.
Green Island Cements	27 sa.
Do.	17 sa.
Electrics (old)	171 sa.

Shanghai advices of 8th. state:—Business reported:—Langkais at Tls. 247½ cash. E. Loans at Tls. 250 cash.

Business done direct:—Farnham, Boyds at Tls. 159 cash and Tls. 164 for July. Shanghai Lands at Tls. 115. Langkats at Tls. 247½ for April, Tls. 250 for June, and at Tls. 255 for July. Shanghai Gas at Tls. 112.

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, APRIL 15th, 1905.

DINNER.

HORS D'OEUVRES.

Canapes de Foie Gras.

SOUP.

Champion Soup.

FISH.

Boiled Fish, Bearnaise Sauce.

ENTREES.

Grilled Fillet Steak and Green Peas.

Braised Chicken aux Fines Herbes.

Patties a la Toulouse.

CURRY.

Sweet Bread.

JOINTS, &c.

Roast Ribs of Beef.

Roast Corned and Bread Sauce.

Boiled Phased Ox Tongue and Carrots.

COLD ENTREES.

Cold Roast Leg of Mutton and Mint Sauce.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TELEMACHUS"	16th April.
GLASGOW and LIVERPOOL	"DIOMED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	26th April.
GLASGOW and LIVERPOOL	"MOVUNE"	1st May.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	11th May.
GLASGOW and LIVERPOOL	"NINCHOW"	16th May.
GLASGOW and LIVERPOOL	"KINTUCK"	21st May.

S.S. "Telemachus" left Singapore at noon on the 11th instant, and may be expected to arrive here about the 16th, p.m.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April.
AMSTERDAM, LONDON & ANTWERP	"JASON"	30th April.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	5th May.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	10th May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	15th May.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th May.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	25th May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"TELEMACHUS"	19th April.
all PACIFIC COAST PORTS, and		
NAGASAKI, KOBE and YOKOHAMA	"NINCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	18th April.
SHANGHAI	"TAIWAN"	18th "
CEBU and ILOILO	"SUNGKANG"	22nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIYUAN"	22nd "
ILOILO	"PROVIDENCE"	24th "
CHEFOO and TIENTSIN	"KARSU"	25th "
KOBE	"TSINAN"	25th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

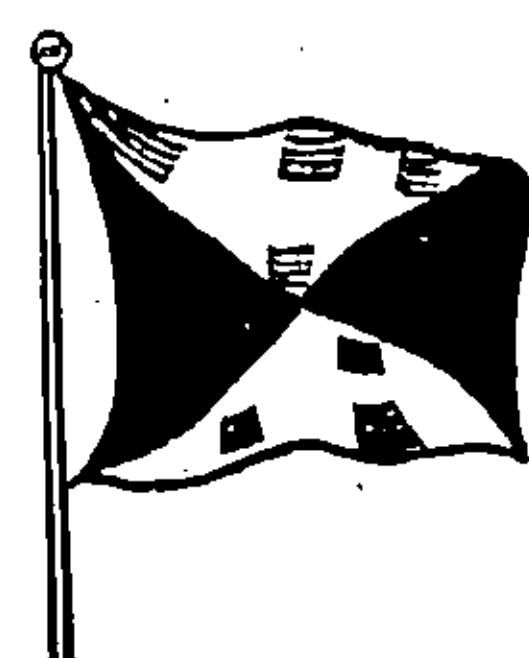
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th April, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 15th April, at Noon.
RUBI	2540	A. H. Noley	MANILA VIA AMOY	FRIDAY, 21st April, at 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 13th April, 1905.



HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	15th May, 1905.
"NORDPOL"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4370	Brehmer	April 25th, 1905.
"ARABIA"	4403	Bahle	May 11th, "
"ARAGONIA"	5198	Schuldt	May 30th, "
"NICOMEDIA"	4370	Wagner	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey ...\$4
Meals\$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
AMOY and MANILA	YUENSANG	FRIDAY, 14th April, Daylight.
SHANGHAI	FOOSHING	MONDAY, 17th April, 4 P.M.
"	HANGSANG	WEDNESDAY, 19th April, 4 P.M.
MANILA	LOONGSANG	FRIDAY, 21st April, 4 P.M.
TIENTSIN	WOSANG	SATURDAY, 22nd April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	TUESDAY, 25th April, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 12th April, 1905.

FOR SHANGHAI AND MOJI.

THE Steamship
"ARRATOON APCAR,"
Captain E. Fay, will be despatched for the above
Ports, TO-MORROW, the 15th instant, at
Daylight, instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 14th April, 1905.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship
"DUMBEA,"
Captain —, will be despatched for the
above Ports, on or about MONDAY, the 17th
instant.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 12th April, 1905.

"BEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.

THE Steamship
"BENALDER,"
Captain McIntosh, will be despatched as above
on or about the 5th May, 1905.
For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 12th April, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship
"EMPIRE,"
Captain Helms, will be despatched for the
above Ports, on SATURDAY, the 6th proximo,
at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Pro-
visions, Ice, etc., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A duly qualified Surgeon and Stewardess are
carried.
N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 11th April, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).
PROPOSED SAILINGS FROM HONGKONG
1905.
About
"LOWTHER CASTLE" 19th April, 1905.
"SAGAMI" 20th May, "
"HINDUSTAN" 6th June, "
"ERROLL" following.
For Freight and further information, apply
to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 11th April, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.
THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.
FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.
TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.
On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.
MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.

Consignees.

BOSTON STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "TREMONT,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersignature,
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 13th April, 1905.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

THE Steamship
"GLENLOCHY,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that
their Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godown, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognized.

MCGREGOR BROS. & GOW.
Hongkong, 13th April, 1905.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 4 P.M.
THIS AFTERNOON.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 17th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 17th instant,
at 9.30 A.M.

All Claims must reach us before the 22nd
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 10th April, 1905.

Intimations.

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 11th September, 1904.

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to take, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.
GROUPS and VIEWS
a specialty.
Hongkong, 27th September, 1904.

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆
CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 45, DES VOEUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Co., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 6th December, 1904.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

suitable, except for subscribers in Europe or

America.

A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wider circulation than any journal in the Far

East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting

advertisements is similar to this, unless we are

instructed to display the advertisement, when

any effective style of type will be adopted

This standard runs exactly eight lines to the

inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBGING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road

H.K., HONG.

Shipping.

Arrivals.
West York, Br. sq., 720, W. J. L. Post, 13th April.—Newcastle 13th Jan., Coal.—E. A. T. Co.
Lootok, Ger. s.s., 1,020, G. Schultze, 13th April.—Bangkok 4th April, and Swatow 12th, Rice and Wood.—B. & S.
Glenloch, Br. s.s., 1,097, E. J. Stallard, 13th April.—Singapore 7th April, Gen.—McG. Bro. & Gow.
Dorwent, Br. s.s., 1,052, Jenkins, 14th April.—Panorakan (Java) 4th April, Sugar and Nuts.—Man Fat & Co.
Chiyuen, Ch. s.s., 1,477, C. Stewart, 14th April.—Canton 13th April, Gen.—C. M. S. N. Co.
Wotang, Br. s.s., 1,076, M. S. Malkin, 14th April.—Canton 13th April, Gen.—J. M. & Co.
Haitian, Br. s.s., 1,183, J. S. Roach, 14th April.—Fochow 11th April, Amoy 12th, and Swatow 13th, Gen.—D. L. & Co.
Taiwan, Br. s.s., 1,100, H. Harder, 14th April.—Shanghai 13th April, Gen.—B. & S.

Clearances at the Harbour Office.

Taiwan, for Canton.
Shun Lee, for Kowloon.
Tremont, for Manila.
Yingking, for Canton.
Tul On, for Canton.
Tylatag, for Shanghai.
Kwongchow, for Canton.
Nicomedia, for Moji.
Wootung, for Shanghai.
Tak Hing, for West River.
Wingchui, for Macao.
Haining, for Shau-utung.
Rajaburi, for Swatow.
Charles Hardouin, for Canton.
Venus, for Manila.
Germania, for Yap.
Chuanai, for Wuchow.
Bangkok, for Bangkok.
Zaffro, for Manila.
Arratoon Apcar, for Shanghai.

Departures.

April 14.
Pruisen, for Shanghai.
Bangkok, for Bangkok.
Venus, for Manila.
Rajaburi, for Bangkok.
Haining, for Canton.
Wingchui, U.S. flag-ship, for Manila.
Bainbridge, U.S. torpedo-boat, for Manila.
Chuanai, U.S. torpedo-boat, for Manila.
Arratoon Apcar, for Shanghai.
Germania, for Sydney.
Nicomedia, for Portland, Or.
Tylatag, for Jap.
Wootung, for Shanghai.
Spir, for Kobe.
Tremont, for Manila.

Passenger arrivals.
Per Glenloch, from Singapore for Shanghai.
—Mr. Barham.
Per Haining, from Coast Ports—Mrs. Brand and 2 children; Messrs. Mackie, Ardron, Pegg, Rev. MacGowan, and 225 Chinese.

Passengers departed.

Per Pruisen, from Hongkong for Shanghai.
—Messrs. M. S. Stone, H. P. Wilkinson, E. M. Oliver, A. S. Ward, W. A. Hadden, W. M. Stewart, Schlumberger, Gluebeck, E. Petersen, J. H. Bonar, R. Schwab, M. Schwab, M. A. Clark, F. B. Marshall, J. Valant, K. J. Bremer, H. Spieler, J. Klopfer, Chung Chuk Daw, A. Hofmann, Markwick, Capt. T. G. Turner, Misses Gluebeck (4), Lieut. Comdr. H. Rodmann, Miss. Shore, Mrs. Capelli, Miss Taylor and R. Katz. For Nagasaki—Mrs. Ohatsu, Mrs. and Mrs. Nakamura, Mr. Otake, Mrs. Noba, Messrs. Yai, Kuroda and Mechiku. For Kobe—Messrs. H. Iankohl, and Mr. Bandally, C. Yung, For Yokohama—Mr. and Mrs. H. Wilson, Hon. Mr. and Mrs. Dennis, Mrs. C. Wing, Messrs. K. F. Lay, Ah Ching, Choy Kock, Ah Sang, S. Zschverner, F. Rhodes, C. Wing, and Mrs. Hencho.

Shipping Report.

Str. Haining from Fochow:—There to Amoy moderate breeze, heavy rain and fog, thence to Swatow fresh breeze, heavy rain and fog, thence to port light variable rain, and dense fog.
Str. Dorwent from Panorakan:—Fine weather throughout, moderate NE wind to 10 N. and then light S by W. In Lat. 3-18 N. Long. 108-35 E., French barque JPNR from Shanghai to Port Pirie, reports all well on 8th inst.

Vessels in Port.

Steamers.
Carl Diederichsen, Ger. s.s., 774, H. Schlaikier, 11th April.—Haliphong 8th April, Gen.—J. & Co.
Catherine Apcar, Br. s.s., 1,730, A. Stewart, 10th April.—Calcutta 25th Mar., Penang 31st, and Singapore 4th April, Gen.—D. S. & Co. Ltd.
Elger, Nor. s.s., 87, Rafen, 13th April.—Canton 23th April, Gen.—S. & Co.
Empress of India, Br. s.s., 3,032, O. P. Marshall, R.N.R., 11th April.—Vancouver (B.C.) 20th Mar., and Shanghai 8th April, Mails and Gen.—C. P. R. Co.
Foo Shing, Br. s.s., 1,423, T. Arthur, 12th April.—Samarang 3rd April, Sugar and Cotton.—J. M. & Co.
Glensky, Br. s.s., 2,063, J. Rafferty, 13th April.—Karatsu 7th April, Coal.—McG. Bro. & Gow.
Jacob Diederichsen, Ger. s.s., 1,523, B. Ohlsen, 14th April.—Pakhoi and Hoihow 11th April, Gen.—J. & Co.
Lennard, Br. s.s., 2,351, F. McNair, 4th April.—Karatsu (Japan) 31st Mar., Coal.—D. & Co. Ltd.
Loyal, Ger. s.s., 1,581, L. Lorenzen, 6th April.—Sourabaya via Labuan 21st Mar., Sugar and Gen.—S. W. & Co.
Pollux, Nor. s.s., 770, C. Svendsen, 13th April.—Rajang 6th April, Timber.—Order.
Promise, Nor. s.s., 714, E. Thorstensen, 13th April.—Bangkok 5th April, Rice.—Chipsa.
Siberia, Am. s.s., 5,655, J. T. Smith, 10th April.—San Francisco 3rd Mar., and Manila 8th April, Mails and Gen.—P. M. S. S. Co.
Singer, Ger. s.s., 1,714, P. Harmeling, 11th April.—Bangkok 3rd April, Rice.—M. & Co.
Tartar, Br. s.s., 2,768, E. Beetham, R.N.R., 5th April.—Vancouver 7th Mar., and Shanghai 2nd April, Gen.—C. P. R. Co.
Wongkok, Ger. s.s., 1,115, W. Reher, 11th April.—Bangkok 4th April, Rice.—B. & S.
Zaffro, Br. s.s., 1,611, R. Rodgar, 10th April.—Manila 8th April, Gen.—S. T. & Co.

SAILING VESSELS.

A. G. Ropes, Am. ship, 2,302, D. H. Rivers, 10th Mar., Philadelphia 16th Oct., 1901, Coal.—S. O. Co.
Forest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.—New York 7th Aug., 1904, Petroleum.—S. O. Co.
S. P. Hinchcock, Am. ship, 2,085, E. V. Gates, 22d Mar.—from New York, Oil and Wax.—S. O. Co.

Steamers Expected.

Vessels	From	Agents	Due
Poonas.....	Singapore.	P. & O. Co.	April 15
Barotse.....	Singapore.	N. Y. K.	April 16
Telemachus.....	Singapore.	B. & S.	April 16
Tonkin.....	Japan.....	M. M.	April 17
Namsang.....	Singapore.	J. M. & Co.	April 17
Dumbea.....	Singapore.	M. M.	April 18
Numantia.....	Portland...	P. & A. Co.	April 18
Tijpanas.....	Kobe.....	C. J. J. L.	April 18
Mongolia.....	Japan.....	P. M. Co.	April 19
Tydeus.....	Moji.....	B. & S.	April 23
Claverburn.....	New York.	S. T. & Co.	April 25
Emp. of Japan.	Vancouver.	C. P. R. Co.	May 1
Arabia.....	Portland...	P. & A. Co.	May 3

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
Alexander	at Kowloon Dock		
Kongnam	"	"	"
Empress of India	"	"	"
Ithaka	"	"	"
Kinslan	"	"	"
Ena	"	"	"
Carl Diederichsen	"	"	"

Post Office.

Mail will close for:—

Macao—Per Wingchui, 15th April, 7:30 A.M.
Quang-chow-wan, Hoihow, Pakhoi and Haiphong—Per Hui, 15th April, 9 A.M.
Manila—Per Zaffro, 15th April, 11 A.M.
Macao—Per Huangshan, 15th April, 1:15 P.M.
Shanghai—Per Chiyuen, 15th April, 3 P.M.
Saigon—Per Lueria, 15th April, 3 P.M.
Saigon—Per Shanghai, 15th April, 5 P.M.
Canton—Per Hainan, 15th April, 5 P.M.
Nantao—Per Tachun, 15th April, 5 P.M.
Sanbue—Per Hui Fu, 15th April, 5 P.M.
Macao—Per Wingchui, 16th April, 8 A.M.
Canton—Per Tachun, 16th April, 9 A.M.
Nantao—Per Tachun, 16th April, 9 A.M.
Swatow—Per Hui Fu, 16th April, 9 A.M.
Singapore, Penang and Colombo—Per Barotse, 16th April, 9 A.M.
Kongmoon and Kunchuk—Per Hongkong, 16th April, 9 A.M.
Macao—Per Wingchui, 17th April, 7:30 A.M.
Macao—Per Huangshan, 17th April, 1:15 P.M.
Shanghai—Per Fochow, 17th April, 3 P.M.
Kongmoon, Kunchuk, Shuihing and Tak-hing—Per Lini, 17th April, 3 P.M.
Macao—Per Wingchui, 18th April, 7:30 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Siberia, 18th April, 10:30 A.M.
Europe, &c., India, via Tutuorin—Per Tonkin, 18th April, 11 A.M.
Macao—Per Huangshan, 18th April, 1:15 P.M.
Singapore, Penang and Calcutta—Per Catherine Apcar, 18th April, 2 P.M.
Manila—Per Tean, 18th April, 3 P.M.
Shanghai—Per Taiwan, 18th April, 3 P.M.
Batavia, Samarang, Sourabaya and Macassar—Per Tylatag, 19th April, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of India, 19th April, 11 A.M.
Macao—Per Huangshan, 19th April, 1:15 P.M.
Shanghai—Per Huangshan, 19th April, 3 P.M.
Macao—Per Huangshan, 20th April, 2:15 P.M.
Macao—Per Huangshan, 21st April, 12:15 P.M.
Manila—Per Loongang, 21st April, 3 P.M.
Amoy and Manila—Per Rist, 21st April, 3 P.M.
Europe, &c., India, via Tutuorin—Per Simla, 22nd April, 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Tatyuan, 22nd April, 3 P.M.
Tientsin—Per Wotang, 22nd April, 3 P.M.
Cebu and Iloilo—Per Sungkang, 22nd April, 3 P.M.
Hoiho—Per Pruider, 22nd April, 3 P.M.
Singapore, Penang and Calcutta—Per Nantang, 25th April, 2 P.M.
Kobe—Per Teian, 25th April, 3 P.M.
Chelon and Tientsin—Per Kani, 25th April, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per Tartar, 26th April, 11 A.M.
Friedrich Wilhelmshafen, Heberstshofe, Matupi, Brisbane, Sydney and Melbourne—Per Prinz Wilhelm, 2nd May, 10 A.M.
Europe, &c., India, via Tutuorin—Per Armand Balle, 2nd May, 11 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empire, 6th May, 11 A.M.

Mail for Canton, Samshui, Wuchow and Macao will be closed on week days at 7:30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.
Mails for Nantao, Sanbue, Kongmoon, Kunchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.
No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

PRAG.
Aucott, E. F. Louder, Mr.
Atkinson, R. D. Martin, R.
Beattie, J. M. Moxon, Mr. and Mrs.
Peattie, M. P. Herbert
Bentwick, Capt. and Muelle, J.
Mrs. and children Oliver, Mr. and Mrs.
Bunney, Col. and Mrs. Ollie, F. B.
F. W. and children O'Neill, J. I. Hough
Chichester, Major and Painter, Maj. and Mrs.
Mrs. A. A. Parker, R.N.A.R.
Courtney, G. Parker, Mrs.
Dixon, R. Parry, Major
Dymock, Lieut. A. Paxton, Capt. H. W.
Fitzwilliams, Capt. Phillips, Major
Gales, Capt. Pollock, E. C. M. and Mrs.
Grant, A. R. Sawyer, Mrs.
Grice, Dr. and Mrs. Sinclair, A.
Hallingworth, Mr. and Mrs. Smith, C. W.
Harker, B. Brotherton Smith, A. Findlay
Hassan, Mr. and Mrs. Smith, Mr. and Mrs.
Haynes, Col. Spalckhauser, W. O. C.
Hazelard, F. A. Steen, Mr.
Helsgaun, A. Stokes, Mr.
Hett, Mr. and Mrs. Story, Mr.
F. Target Thomson, Mr. & Mrs.
Holborow, Mr. W.
Hudig, D. Uffel, W. von
Jeffries, H. U. Vandin, Gordon
Joseph, Mr. and Mrs. Watkins, R.E., Capt.
Jolling, Major C. L. and Mrs.
Kaye, Major and Mrs. White, Dr. and Mrs.
Lang, Mr. M. J.

KOWLOON.

Buxton, Lady H. and Mrs. Mackay
Brown, Geo. Mitchell, Mr.
Carrick, Mr. and Mrs. Stevenson, Lt.-Comdr.
A. F. and Mrs.
Digman, Mr. and Mrs. Tuks, Capt. and Mrs.
Lewis Watson, Mr. and Mrs.
Eustace, Bart. W. H.
Heriot, R.M.L.I., Capt.

HONGKONG.

Aiken, Mrs. Jones, G.
Baker, G. P. Karcher, O.
Baker, Mrs. Karcher, Mrs. and Miss
Benedict, C. S. Kempf, H. H.
Bingham, Mr. & Mrs. Knowles, J. T.
T. E. and child Lamont, W. A.
Birbeck, R. J. Le Pan, Mr. and Mrs.
Russell, W. S. Lewis, A. R.
Bisney, S. Lind, H. E.
Blair, D. K. Lindberg, Capt.
Bleckynden, Mr. and Lombard, J.
Boggan, Mr. and Mrs. Marriott, Dr. O.
Bosner, E. A. McAnas, T. P.
Bonnet, F. Mary, W. T.
Bornaud, M. Miller, P. L.
Bornett, G. Moir, M. M. Mrs. W. M.
Borthwick, Mrs. R. W. Moon, Mr. & Mrs. E. M.
and child Moses, A. C.
Howie, Mr. and Mrs. Newington, A. G.
W. Newman, G.
Broughall, L. Oliver, E. W.
Bray, Countess G. S.
Bray, Dr. W. V. Parfitt, W.
Bryant, Mr. and Mrs. Pettie, Mrs. J. A.
R. C. Perkins, Mr. and Mrs.
T. L.
Chalmus, G. Pockington, Mr. E.
Clark, Hon. Dr. Francis and 2 maids
Clark, T. Ponio, A. St.
Clark, W. G. Potts, W. H.
Clarke, Mr. and Mrs. Ranney, F. O.
M. A. Ranney, Mrs. F. O.
Cunningham, G. Roach, Mrs. J. S. and child
Daland, W. A. Robertson, W. R.
Davies, F. O. Robertson, W. R.
Davies, Mr. & Mrs. L. P. Robertson, W. R.
Davies, Mrs. J. T. Scott, A. S.
Deacon, F. E. Scott, Mr. & Mrs. J. G.
Douglas, Capt. & Mrs. J. Seybott, Mr. and Mrs.
Downing, Mr. and Mrs. G. E.
Easton, W. Sickle, Mr. and Mrs.
Edwards, G. H. H. B.
Emerson, A. Smyth, Mr. and Mrs. F.
Felvus, C. P. Scott, O.
Fisher, H. G. Snowdon, Mr. F.
Franceries, M. Solters, Mr. and Mrs.
Fuqua, S. O. E. M.
Gavin, D. Somerville, Geo.
Glover, C. Soper, C. H.
Grant, A. W. Squire, C. H.
Gray, H. C. Staples, P. W.
Great, T. Stein, A. L.
Hall, Capt. J. Thornborough, J.
Hancock, Miss Trimell, W. D.
Hankohl, C. H. Yarchin, Consul von
Hanson, J. Ward, A. S.
Harding, R. Weaver, O. W.
Hardy, Mrs. C. S. Wemyss, J. L.
Hart, J. F. White, Mr. and Mrs.
Hayes, Miss E. L. W.
Hoffmann, A. Woolmer, Mr. and Mrs.
Hopper, J. C. E.
Hurst, R.N., Engineer Wrench, R. F.
Capt. Yates, Mrs.
Innes, Capt. R.

OCCIDENTAL.

Andrews, Mrs. and Lowe, Mr. and Mrs. J.
family C. and daughter
Chandler, Lieut. Marchant, Capt. and family
Fisher, Mr. Moser, E.
Garrell, Mr. H. J. Mueller, Mr. & Mrs. K.
Gerard, Capt. J. C. Munro, Miss A.
Hellen, Dr. v. d. Nappet, E.
Hollinger, Dr. Nappet, E.
Hurt, Major M. R. Schick, O. F.
Kerchoven, Mrs. and Schlackier, Mrs. Capt.
daughter Williams, Mrs. G. W.
Krill, Mr. Windhorst, L.
Krubbe, Capt. Winkelmann, Mr.
Lossner, Mr. and Mrs. Winter, J. R.

CRAIGIEBURN.

Burnett, H. J. O. Smith, Mr. and Mrs.
Dann, G. H. Grant
Franklin, G. Southam, Mr. and Mrs.
Gaskell, Mr. and Mrs. and child
Morrell, G. E. Smith, H. Percy
Nicholls, E. A. Webb, Mr. and Mrs.
Riadore, R.N., Lieut. Montague
Commander & Mrs. Woodward, Mr. & Mrs.
and children
Smith, E. Grant

CHINA COAST METEOROLOGICAL REGISTER.

April 12th, 1905, a.m.

	Bar.	Th. Hu.	Wind	Wt.
Vladivostok	30.27	—	SE	2
Nemuro	29.72	—	SW	2
Hakodate	29.62	—	W	2
Kobe	29.98	—	—	—
Nagasaki	30.15	—	NW	0
Kagoshima	30.27	—	N	4
Oshima	30.24	—	N	4
Naha	30.21	—	NE	2
Ishigakijima	30.21	—	NE	4
Taihouku	30.21	—	—	—
Taichu	—	—	—	—
Tainan	—	—	—	—
Koshun	—	—	—	—
Pescadores	—	—	—	—
Weihaiwei	30.53	—	S	3
Gutslaff	30.34	52	73	SEB
Sharp Peak	—	50	87	NW
Amoy	30.22	56	87	N
Swatow	30.22	58	76	NE
Canton	30.21	60	68	E
Hongkong	30.21	60	68	E
Victoria Peak	—	—	—	—
Gap Rock	30.16	—	—	—
Macao	30.17	61	—	—
Haiphong	30.00	84	64	NW
Manila	—	—	—	—
Bacolod	29.97	85	—	—
Iloilo	—	—	—	—
Cebu	—	—	—	—
C. St. James	—	—	—	—

April 13th, 1905, a.m.

Vladivostok	30.27	—	—	—
Nemuro	29.72	—	—	—
Hakodate	29.62	—	—	—
Kobe	29.98	—	—	—
Nagasaki	30.15	—	—	—
Kagoshima	30.27	—	—	—
Oshima	30.24	—	—	—
Naha	30.21	—	—	—
Ishigakijima	30.21	—	—	—
Taihouku	30.21	—	—	—
Taichu	—	—	—	—
Tainan	—	—	—	—
Koshun	—	—	—	—
Pescadores	—	—	—	—
Weihaiwei	30.53	—	—	—
Gutslaff	30.34	52	73	SEB
Sharp Peak	—	50	87	NW
Amoy	30.22	56	87	N
Swatow	30.22	58	76	NE
Canton	30.21	60	68	E
Hongkong	30.21	60	68	E
Victoria Peak	—	—	—	—
Gap Rock	30.16	—	—	—
Macao	30.17	61	—	—
Haiphong	30.00	84	64	NW
Manila	—	—	—	—
Bacolod	29.97	85	—	—
Iloilo	—	—	—	—
Cebu	—	—	—	—
C. St. James	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel...	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class...	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Andromeda	cruiser, 1st class...	11,000	16	16,500	Captain R. Nelson Ommanney	Hongkong
Astraea	cruiser, 2nd class...	4,360	10	7,000	Captain Lionel G. Tufnell	Yangtze
Boadventure	cruiser, 2nd class...	4,360	10	7,000	Captain H. H. Torlesse	en route from Esquimaux
Centurion	battleship, 1st class...	10,500	14	13,000	Captain Fegan	Miri Bay Hongkong
Charab	water tank and tug...	390	—	300		en route to relieve Amphitrite
Diadem	cruiser, 1st class...	11,000	16	16,500		Hongkong
Fame	torpedo boat destroyer...	306	6	3,700	Lieut. Commander Stevenson	Hongkong
Glory	battleship, 1st class...	12,950	16	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer...	271	6	4,000	Reserve	Hongkong
Hart	torpedo boat destroyer...	271	6	4,000	Lieut. Commander Richards	Hongkong
Hecla	special service torpedo-v...	6,400	—	2,400	Captain E. F. B. Charlton	en route from England
Hogue	cruiser, 1st class...	12,000	14	21,000	Captain Shortland	Hongkong
Humber	storeship...	1,640	—	800	Lieut. P. M. Riadore	Hongkong
Iphigenia	cruiser, 2nd class...	3,500	8	7,000	Captain William B. Fawcener	en route Singapore
Janus	torpedo boat destroyer...	280	6	3,000	Reserve	Hongkong
Kinsla	river gunboat...	85	4	1,200	Lieut. Commander E. V. F. R. Dugmore	Yangtze
Moorehead	river gunboat...	180	2	800	Lieut. Commander F. B. Noble	West River
Ocean	battleship, 1st class...	12,950	16	13,500	Captain T. G. Greet	Hongkong
Otter	torpedo boat destroyer...	350	6	6,300	Reserve	Hongkong
Rambler	surveying-vessel...	835	6	650	Commander C. E. Monro	en route Singapore
Robin	river gunboat...	85	2	240	Lieut. Commander Robert E. Vaughan	West River
Sandpiper	river gunboat...	85	2	240	Lieut. Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class...	3,500	8	7,000	Captain C. H. H. Moore	Shanghai
Snipe	river gunboat...	85	2	240	Lieut. Commander Davidson	Yangtze
Taku	torpedo boat destroyer...	250	6	6,500	Reserve	Hongkong
Butler	cruiser, 1st class...	12,000	14	21,000	Captain W. L. Grant	en route Singapore
Tamar	receiving ship...	4,050	6	—	Commodore Dicken	Hongkong
Teal	river gunboat...	180	2	800	Lieut. Commander E. Secretan	Yangtze
Tieton	cruiser, 2nd class...	3,400	8	9,000	Captain J. A. C. Wilkinson	Singapore
Vengeance	battleship, 1st class...	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	On way to Colombo
Virago	torpedo boat destroyer...	355	6	6,300	Lieut. Commander Gregory	Hongkong
Waterwitch	surveying ship...	600	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer...	360	6	5,900	Lieut. Commander C. E. L. Thomas	Hongkong
Woodcock	river gunboat...	150	2	550	Lieut. Commander Hugh Somerville	Yangtze
Woodlark	river gunboat...	150	2	550	Lieut. Commander Jno. F. Knox	Yangtze

MAILS. MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 18th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ARMAND BEHIC ... 2nd May.

S.S. DUMBEA ... 16th May.

S.S. ERNEST SIMONS ... 30th May.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th April, 1905. [7]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA."

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 22nd April, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's S.S. Molavia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Alcedonia, due in London on the 4th June.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

Hongkong, 8th April, 1905. [2]

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Tremont	9,666	T. W. Garlick	At April 25
Lyra	4,417	G. V. Williams	At May 15
Shawmut	9,666	E. V. Roberts	—

1 Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

Lyra ... 4,417 G. V. Williams At. May 3

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.

Hongkong, 14th April, 1905. [8]

BOO CHEONG.

昌發

STATIONER AND PAPER MERCHANT, No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellman's Duplicator.

Hongkong, 23rd February, 1905. [64]

FOR SALE.

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR BOAT, handsomely finished, fitted with Cushions, Awnings, &c. A brand new 31 Horse Power Motor never been used for more than test trials, everything in excellent condition, speed 9 miles.

Apply to— ORIENTAL CONSTRUCTION CO., Alexandra Buildings, Hongkong, 13th April, 1905. [469]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 dot pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.

6, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

TSANG FOO & CO., COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [61]

To Let.

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Sha Tsui, Kowloon. Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to— ARRATTON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 6th January, 1905. [306h]

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [69]

TO LET.

No. 1, STEWART TERRACE, THE PEAK.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

Dentistry.

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D. D. S., 37, DES VŒUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [67]

TO LET.

No. 1, STEWART TERRACE, THE PEAK.

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Hongkong, 26th March, 1904. [70]

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Hongkong, 26th March, 1904. [70]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$5,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	14%	\$780 sales
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	54%	London £80 \$36 buyers
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	64%	\$285 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	74%	\$58 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8%	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$127,749 \$893,110 \$846,773 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	5%	\$700
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$125,675 \$2,561 \$1,103,505	\$486,284	\$12 and \$3 special dividend for 1903	94%	\$155 buyers
FIRE INSURANCES								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1903	84%	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,103,505	\$360,372	\$34 for 1903	11%	\$307 1/2
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000	\$8,832	\$1 for 1904	5%	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$85,439 \$250,000 \$600,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	54%	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$205,000 \$100,000	\$26,160	\$1 for second half-year 1904	94%	\$26 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 \$100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	44%	\$121 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 \$400,000	Tls. 43,764	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	84%	Tls. 53 buyers
Do. (Preference)	100,000	£1	£1	\$4,116	£58,852	Interim of 1/- (Coupon No. 5) for 1904	5%	Tls. 47 buyers 21/- sales
"Shell" Transport and Trading Company, Limited	3,000,000	£1	£1	\$4,116	£58,852	Interim of 1/- (Coupon No. 5) for 1904	5%	Tls. 47 buyers 21/- sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,093 \$400,000 \$130,153	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	54%	\$271 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$130,153 \$1,287	\$21,231	\$10 for 1904	8%	\$125 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	104%	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	Final of \$15 making \$20 for 1904	9%	\$222
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$8,987	\$3 for 1897	44%	\$27 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	44%	Tls. 55 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	\$7,820	No. 3 of 1/6	54%	Tls. 74 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$67,093	50 cents making G. \$1 for 1904	54%	G. \$17 1/2 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	\$4 buyers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 8,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$58,423 \$100,000 \$100,000 \$250,000	\$8,577	\$3.75 for 1904	104%	\$36 sales
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$100,000 \$250,000	\$29,422	Final of \$2 1/2 making \$5 for 1904	44%	\$107 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$49,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	64%	\$204
Hewarth Erskine, Limited	42,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for year end. 30/6/04	64%	\$250 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$1 1/2 for 1903	54%	\$221 sellers
Riley Hargreaves & Co., Limited	6,000	\$64	\$64	\$55,500	\$489	\$10 div. and \$2 1/2 bonus for 1903	64%	\$230 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$49,936	\$7 dividend	8%	\$111 1/2
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$5 interim for 1904/5	8%	Tls. 157 sellers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,710 Tls. 50,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	6%	Tls. 187 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$26,615	\$20 for 2nd half year making \$26 for 1904	74%	\$30 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	94%	Tls. 187 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8%	\$31
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	6%	Tls. 150 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	74%	\$140 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	94%	\$129
Hotels des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986 \$200,994	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	44%	Tls. 21 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 none	\$11,958	90 cents for 1904	74%	\$121 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	74%	\$39 1/2
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,666	Tls. 3 final and Tls. 2 bonus making	74%	Tls. 115 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 8 for 1904	10%	Tls. 47
Tientsin Land Investment Company, Limited	7,720	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	54%	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	54%	\$55
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	10%	Tls. 40 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$12,862	50 cents for the year ending 31.7.04	3%	\$16 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3% a/c 1898	...	Tls. 30 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4% a/c 1898 on 6000 shares	...	Tls. 40 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4% for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$9 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	134%	Tls. 68 sales
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$25,000	\$2,883	Interim of 50 cents for 1904	8%	\$13 buyers
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	...	First year	...	\$115 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5%	\$5 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$5 for 1904	84%	\$36
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	114%	\$21 sellers
Do. (Founders)	123	...	...	...	...	...	...	\$100
Do. (New Issue)	24,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	114%	\$21 sellers
China-Borneo Company, Limited	60,000	\$15	\$12	none	Nil	60 cents for 1903	7%	\$8 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	60 cents for 1903	44%	\$14 1/2
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,720	Tls. 5 for 1904	74%	Tls. 65
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	None	...	\$10
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	...	\$1 1/2 for year ending 31.7.1903	...	\$8 1/2 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 15,318	\$1 1/2 for 1902	...	Tls. 25 sales
Fraser and Neave, Limited	4,500	\$10	\$10	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	8%	\$90 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$400,000	...	\$2 for 1904	74%	\$27 sales
Do. (New Issue)	50,000	\$10	\$10	\$25,000	\$9,054	First year	...	\$17 sales
Hall & Holtz, Limited	21,000	£10	£10	\$186,000 £23,109 £3,000	\$7,551	Final of \$14 making \$24	11%	\$23 ex div.
Hongkong & China Gas Company, Limited	7,000	£10	£10	£3,000	£7,625	£1 div. and 2/- bonus for 1903	74%	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6%	\$17 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$1,795	\$5 for year ending 30.11.1904	74%	\$11 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,356	Final of \$13 making \$17 for 1904	74%	\$200 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904	7%	\$245
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,000	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	10%	\$18 1/2 sales
Katz Brothers, Limited	10,000	\$100	\$100	\$475,000	\$1,400	\$8 for 1904	6%	\$135 sales
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	\$21,582	\$21,582	Interim of \$5	8%	\$135 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 15,849	1st quarterly of Tls. 7 1/2, paid 15.3.05	124%	Tls. 240 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	...	\$2 for year ended 31.10.1904	9%	\$23
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$1,000	\$832	Final of \$5 making \$5 for the year ending 30.6.04	9%	\$55 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 8 1/2 for 1904	74%	Tls. 112 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	51%	Tls. 88 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,958	Final of Tls. 8 making Tls. 14 for 1904	94%	Tls. 155 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,360	Final of 37/6 making 5/6 for 1904	6%	Tls. 410
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	\$1,769	\$6 1/2 for year ended 31.7.1904	8%	\$82
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	...	\$23 sales
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	First year	...	\$7 buyers
Straits Ice Company, Limited	10,000	\$5	\$5	none	...	\$10 for second half year 1904	134%	\$40 sales
Straits Trading Company, Limited	250,000	\$10	\$10	\$25,000 \$50,000	\$84,803	\$1 div. and 35 cents bonus for half year ended 30.9.1904	61%	\$42 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	Tls. 2 for half year	...	T.Tls. 110
Tientsin Waterworks Co. mpany, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 7,214	Final of Tls. 4 making Tls. 8 for 1903/4	61%	T.Tls. 133
United Asbestos Oriental Agency, Limited	9,900	£10	£10	\$20,000	\$480	90 cents for year ended 31.5.1904	94%	\$91 buyers
Do. (Founders)	100	\$10	\$10	...	...	\$29.70	164%	\$180 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	Interim of 50 cents for year 1901/1905	104%	\$11 1/2 buyers